

WHAT IS CLAIMED IS:

1. A model car assembly comprising:

a chassis;

5 a first arm means having an inner end and an outer end, the outer end receiving ground engaging means;

first pivotal mounting intermediate the inner and outer end of said first arm means for pivotally mounting said first arm means to said chassis;

10 second arm means having an inner end and an outer end, the outer end receiving ground engaging means, the inner end of said second arm contactable with the inner end of said first arm means;

15 second pivotal mounting intermediate the inner and outer end of said second arm means for pivotally mounting said second arm means to said chassis;

a drive motor;

20 a gear train coupling said motor to said first arm means to selectively move said first arm means about said first pivotal mounting causing the inner end thereof to move and simultaneously to cause the inner end of the second arm to move causing the respective arms and the respective ones of the
25 ground energizing means to approach one another to cause said chassis to move upwardly.

2. The model car defined in Claim 1 wherein the outer end of said first arm includes a longitudinally extending slot; and said gear train includes a cam arm mounted for vertical movement, said cam arm disposed
5 within the slot of said first arm.

3. The model car defined in Claim 1 wherein the outer end of said first arm includes a longitudinally extending slot; and said gear train includes a cam arm
10 engageable within the slot in said first arm and means for imparting circular orbital movement to said cam arm to effect vertical pivotal movement of said first arm.

4. The model car defined in Claim 3 wherein said
15 first arm means includes a first pair of arms; and said first pivotal mounting includes a mounting for pivotally mounting an arm of said first pair of opposite sides of said chassis.

20 5. The model car defined in Claim 4 wherein said second arm means includes a second pair of arms and said second pivotal mounting includes a mounting for pivotally mounting an arm of said second pair on opposite sides of said chassis in spaced relation from
25 said first pivotal mounting.

6. The model car defined in Claim 5 wherein said chassis includes a support.

7. The model car defined in Claim 6 wherein the inner ends of said first pair of arms are coupled together by a first cross piece.

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8. The model car defined in Claim 7 wherein the inner ends of said second pair of arms are coupled together by a second cross piece.

10 9. The model car defined in Claim 8 wherein said first and second cross pieces are adapted to rest on said support.

15 10. The model car defined in Claim 1 wherein said first arm means is provided with an elongate slot, and said gear train includes a cam wheel having an extending cam arm receivable within the slot in said first arm means, whereby rotation of said cam wheel will cause said cam arm to slide within the slot and cause vertical
20 movement of said chassis in respect of the ground engaging means of said first arm means and said second arm means.

25 11. A model car assembly comprising:
a chassis;
first set of arms having outer ends and inner ends, said arms receiving ground engaging means at the outer ends thereof;

a first pivotal mounting intermediate the outer and inner ends of said first set of arms for pivotally mounting said first set of arms to said chassis;

5 a second set of arms having outer and inner ends of said arms receiving ground engaging means at the outer ends thereof, and the inner ends of said second set of arms in sliding engagement with the inner ends of said first set of arms;

10 a second pivotal mounting intermediate the outer and inner ends of said second set of arms for pivotally mounting said second set of arms to said chassis;

a pivotal slip coupling for pivotally
15 interconnecting the inner ends of said first set of arms and the inner ends of said second set of arms;

a drive motor;

a cam member engaging said first set of arms between the outer ends thereof and said first
20 pivotal mounting;

a gear train coupled to said drive motor to drive said cam member to cause movement of said chassis upwardly and downwardly by causing pivotal movement of said first set of arms whereby the
25 inner ends of said first set of arms cams the inner ends of said second set of arms upwardly causing an upward movement of said chassis.